

**St. GEORGE'S  
BUILDING  
DISS BROS.,  
Tailors.**

**PRICE, \$3.00 Per Month.**

## Business Notices.

**GREEN ISLAND CEMENT CO., LD**  
**PORTLAND CEMENT**

In Casks of 375 lbs. net, **\$4.50** per Cask, ex Factory.

In Bags of 250 lbs. net, **\$2.70** per Bag, ex Factory.

Shewan, Tomes & Co.,  
GENERAL MANAGERS.

**FAIRALL & CO**  
**SPECIAL DISPLAY**  
 OF AUTUMN GOODS  
**ON MONDAY, OCT. 8th, 1906.**  
**NEW MILLINERY**  
 DAY AND EVENING DRESSES  
**GOLFERS and TAMMYS**  
 LACES, GLOVES, BLOUSES, BELTS, etc.  
**7 & 9, Pedder Street.**

**THE HONGKONG HOTEL**  
UNRIVALLED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRAS.  
21971 H. HAYNES, Manager.

**VICTORIA DISPENSARY**  
SOLE AGENTS FOR  
**V. R. O. LIQUEUR WHISKY**  
(Square Bottles) per doz. \$15.

**'NESTOR' DISINFECTING FLUID**  
In 1 Gallon and 5 Gallon Tins.

**REMINGTON . . .  
TYPEWRITERS  
WITH ALL REQUISITES.  
SIEMSSSEN & CO.,  
SOLE AGENTS.**

**TYPHOON. PICTURES.**  
OVER 50 DIFFERENT VIEWS IN ALBUM FOR \$1  
**BIG RÉDUCTION IN PRICE**  
AFTER MONDAY, 15th OCTOBER.  
**MBB CHEUNG,**  
Ice House Street,  
Hongkong, (October 13, 1906.

**W. BREWER & CO.**  
NEW ADDRESS:  
**PEDDER STREET—UNDER HONGKONG HOTEL.**  
(ADJOINING MAIN ENTRANCE)

**JUST RECEIVED.**  
STOCK OF JAPANESE & CHINESE CHRISTMAS CARDS FOR HOME MAIL  
Also CARDS Suitable for Printing own NAME and MOTTOES.  
NEW STOCK: DUKK & Sons' CRICKET BATS—The Clearance, The Victoria  
Special Club, Best Practice.  
JUVENILE CRICKET BATS, \$1.25 to \$1.75 each (excellent quality).  
LEG GUARDS, GAMELETS, BATTING GLOVES, CRICKET BALLS  
in Great Variety.  
SUPERIOR QUALITY TEAM TARRED TENNIS NETS.  
SLAZENGER'S and AYRES' TENNIS RACKET.  
A Large Variety of Games of all kinds.

**JUST LANDED**  
A SHIPMENT OF


**AUSTRALIAN**  
**CLARET & HOCK**

**CLARET & HOCK**  
FROM  
**GEO. G. SANDEMAN, SONS & CO. LD.,**  
**SYDNEY.**  
**Caldbeck, Macgregor & Co**  
WINE & SPIRIT MERCHANTS,  
15, QUEEN'S ROAD CENTRAL.







and efficiently popular with the masses to attempt Mr. Bryan's overthrow, and that man is President Roosevelt. Mr. Roosevelt, hated by the Republican boss, was nominated for Vice-President on the ticket headed by Mr. McKinley to remove him from New York State politics. Mr. Platt, then Republican boss of New York, Mr. Hanna, the Republican boss of Ohio and Mr. Quay, the Republican boss of Pennsylvania, nominated him Vice-President that he might be buried for four years in political oblivion—usually the fate of him who is elected to the office. What was the result? The best-laid schemes of mice and men came to naught. By a great national tragedy Vice-President Roosevelt became President. This was in September, 1901, when President McKinley had served only a little over six months of his second four years of office. In 1904 Mr. Roosevelt received the largest popular vote of any candidate that ever ran for President of the United States. His great majority was not due entirely to his popularity, but was owing somewhat to the weakness of his opponent. At the expiration of his term of office in 1909 President Roosevelt will practically have filled the office for two full terms. Shortly after his last election he emphatically declared that under no condition would he be a candidate again. Only recently "the President," through his Secretary, wrote a letter to a lady residing at Peoria, Illinois, requesting in the most respectful manner, his determination not to be a candidate. But should political exigencies arise, calling for his nomination by the Republican Party, could he ignore the call? And if he were not ignored, would he be elected against such a powerful personality as Mr. Bryan unquestionably is? Could President Roosevelt so easily do what Washington disclaimed to do, and what subsequent American Presidents have refused to do—run for a third time? The fact that President Roosevelt was a third term candidate would militate against him and jeopardize his election, if not completely ruin it.

**HAVANA CIGAR AND THE COCAINE TRAFFIC**

The cocaine traffic in Cuba is largely due to the fact that the cultivation of the tobacco crop is being abandoned in the provinces of Pinar del Rio, Matanzas, and Ciego de Avila. The planters in these provinces have been repeatedly driven out of the crop by short and inferior, the tenant farmers were reduced to poverty and Government help was asked. Appropriations to provide work for the starving people were demanded and when they failed to be made the farmers were ripe for rebellion. It is a fact that incursion has made the strongest headway in the provinces most affected by the rain that destroyed the tobacco crop. The growers should now be preparing the land for the next planting, which begins in the present month and continues until December. Every day's fighting interferes with this work. The tobacco planters do not want annexation to the United States. They fear that the exclusive character and reputation of the Havana leaf would be destroyed. This character is maintained by a prohibitive duty on importations of tobacco. If Cuba were annexed it would be impossible to prevent importations of the American leaf, which would be exported to the United States. One result of the bad seasons and the rebellion must be to encourage the tobacco industry in Porto Rico, which, under American management, is already becoming important. The best cigars made from Porto Rico leaf are highly esteemed and are considered by smokers as about equal to second quality Havana product.

**HE PICKED UP A PIN**

when leaving the presence of a merchant to whom he had applied for employment. The request had been refused, but the merchant, seeing in the simple act of picking up a pin the sign of a thrifty character, called him back and engaged him. This is part of the history of one of Great Britain's merchant princes who started life at the bottom rung of the ladder, but it serves to illustrate how seemingly trivial incidents may lead to most important results. In the same way if you insist upon getting Van Houten's Cocoa when making your purchases you will be furnishing yourself with a food-drink of incalculable value. It is strengthening and refreshing, pure, soluble and easily digested. It is rapidly made ready, only needing the addition of boiling water (sugar to taste) and it is the cheapest to use in the end, because a little goes a long way. Sometimes other brands of cocoa are placed before the purchaser, when simply "a tin of cocoa" is asked for; but Van Houten's and Van Houten's only, is the one you should insist upon getting.

**Dentistry.**

**DR. HARRY FONG,**  
AMERICAN TRAINED DENTIST.  
ELECTRIC and Latest Improved Appliances.  
51, QUEEN'S ROAD CENTRAL.  
1879

**Dr. M. H. CHAUN,**  
THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
57, DES VUEX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
1388

**SIEN TING,**  
Surgeon Dentist,  
No. 14, D'AGUIAR STREET.  
TERMS VERY MODERATE  
Consultation Free.  
829

**PREACHING THE GOSPEL IN JAPAN AND TIBET.**  
By Prof. E. H. PARKER.  
On sale at the "CHINA MAIL" Office, 5, Wyndham Street.  
Price... \$1.00

## MIYAKO HOTEL,

KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

## FENNINGS'

For the Prevention and Cure of  
FEVERS AND INFECTIOUS DISEASES.

## FEVER

Sold by Chemists everywhere in Bottles at 1/12 each, with full directions.

No Resident in Tropical Countries should be without this invaluable Medicine, the timely use of which has saved thousands of lives.

—ALFRED FENNINGS, Cowes, England.

## CURER!

USE ONLY & USE ALWAYS

ATKINSON'S MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS.

EAU DE COLOGNE

## HOLLOWAY'S OINTMENT

Is an unfailing Cure

For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts.

AND EVERY FORM OF SKIN DISEASE.

Manufactured only at 78, New Oxford Street, London. Sold by all Medicine Dealers.

## THERE IS NO DOUBT THAT

where ENO'S 'FRUIT SALT' has been taken to the earliest stages of a disease it has to innumerable instances prevented a serious illness. The effect of

## ENO'S 'FRUIT SALT'

upon any indigestion, sleepless, or feverish condition is simply marvellous and unsurpassed. In fact it

## IS NATURE'S OWN REMEDY

CAUTION—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT' otherwise you have the inferior form of salt—IMITATION.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.4. Ed. by J. C. ENO'S Patent.

Sold by Chemists and Stores everywhere.

## WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITHS BLACK LEAD SOAP FOR CLEANING PLATE

"POLYBRILLIANT" METAL POMADE NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

## WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.)

517 per Annum (including Postage) CHINA MAIL OFFICE, 5, WYNDHAM STREET HONGKONG.

Price... \$1.00

## Notices to Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

### NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship CHINA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside. Cargo impeding discharge is undelivered by WEDNESDAY, 31st inst., at 6 p.m., will be landed and stored at Consignees' risk and expense. Broken, chafed, or damaged goods will be examined at this Company's Godown on FRIDAY, the 2nd November, at 11 a.m. S. SILVERSTONE, Agent.

Hongkong, October 29, 1906. 2068

### IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD. BREMEN.

### NOTICE TO CONSIGNEES.

THE Steamship ROON,

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained. No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 31st inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 30th October, at 9.30 a.m.

All Claims must reach us before the 5th November, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MEIKCHEER & Co., Agents.

Hongkong, October 27, 1906. 2067

### NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAZAGON

FROM BOMBAY, COLOMBO AND STRAITS.

### CONSIGNEES OF CARGO by the above

named vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This Vessel brings Cargo from CALCUTTA, COCHIN, and RANGOON. From PENANG, SINGAPORE, and B. & P.S.N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours. Goods not cleared by the 15th inst., at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent.

Hongkong, October 8, 1906. 1961

### NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER SUMATRA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

### CONSIGNEES OF CARGO by the above

named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 6 Hours. Goods not cleared by the 1st November, at 4 p.m., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns. E. A. HEWETT, Superintendent.

Hongkong, October 26, 1906. 2072

### NOTICE TO CONSIGNEES.

STEAMER TONKIN.

COMPAGNIE DES MESSAGERIES MARITIMES.

### CONSIGNEES OF CARGO from LONDON

at ex. Dordogne and Matapan; from HAYES ex. s.s. Dordogne; from BORDAUX ex. s.s. Vertheim; and Ville de Dunkerque, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee before noon, To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned, and Goods remaining unclaimed after MONDAY, the 5th November, at 11 a.m., will be subject to rent and landing charges. All claims must be sent in to me on or before the 5th November, or they will not be recognized. All damaged packages will be examined on MONDAY, the 5th November, at 3 p.m. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, October 29, 1906. 2068

## His Britannic Majesty's Ships on the China Station.

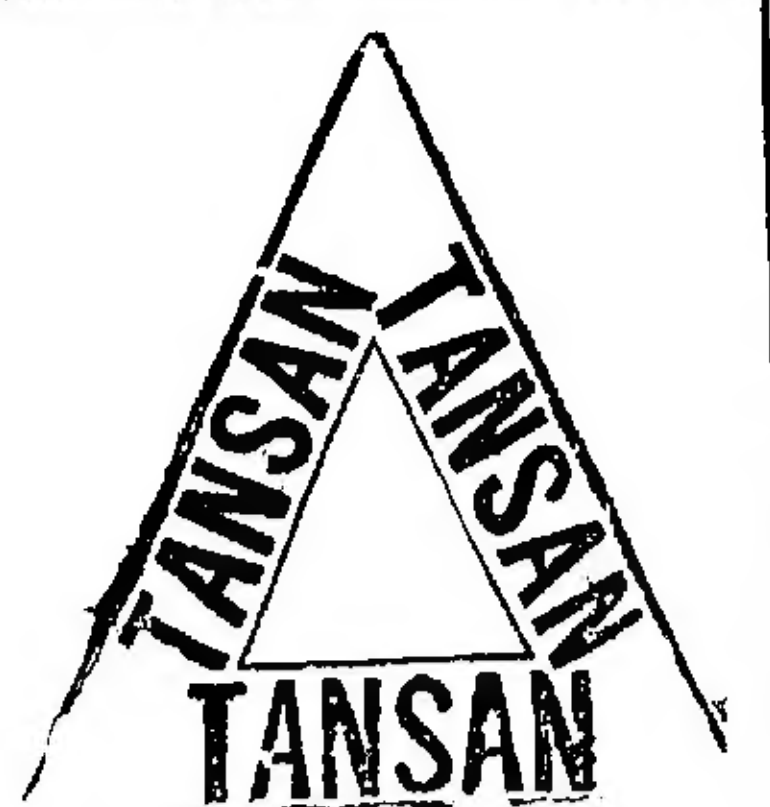
Name.	Class.	Tons.	Days.	I.R.P.	Captain.	Last reported at
Alacrity*	despatch-vessel	1799	12	3000	Comdr. E. La T. Latham	Hongkong
Antares	cruiser, 2nd class	4380	19	9000	Captain S. L. Vaughan Lee	Weihaiwei
Brabant	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
Brumet	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
Cadmus	sloop	1050	6	1400	Comdr. Luard	Hongkong
Charybdis	water tank and tug	300	8	300		Hongkong
Clio	cruiser, 1st class	1670	8	1400	Comdr. H. D. Wilkin, D.S.O.	Shanghai
Diadem	cruiser, 1st class	11,000	18	6,500	Capt. H. W. Swayne, R.N.	Hongkong
Fame	torpedo boat destroyer	380	6	6700	Lieut. Comdr. Dalrymple	Hongkong
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant, Hutton	Weihaiwei
Harpy	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Cox	Weihaiwei
Hare	torpedo boat destroyer	275	6	4000	Lieut. Com. Henniker Heaton	Weihaiwei
Hansa	torpedo boat destroyer	280	6	3800	Lieut. Comdr. W. H. Darwall	Weihaiwei
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Hovey	Hongkong
King Alfred	cruiser, 1st class	14,000	14	20,000	Capt. Cecil E. Thurst, R.N.	Yangtze
Kinshasa	river gunboat	616	4	1200	Lt. Comdr. E. V. B. Dugmore	Hongkong
Monmouth	cruiser, 1st class	8800	—	—	Capt. A. J. Tuke	West River
Moorea	river gunboat	180	2	800	Lt. Com. R. E. Vaughan	Weihaiwei
Prometheus	torpedo boat destroyer	350	6	6300	Lieut. Comdr. J. Kiddle	Weihaiwei
Rambling	surveying-vessel	825	6	450	Capt. Woolcombe	Hongkong
Robin	river gunboat	85	2	240	Comdr. C. E. Moore	West River
Sandpiper	river gunboat	85	2	240	Lt. Comdr. O. C. Walcott	West River
Shipe	river gunboat	85	2	240	Lt. Comdr. H. T. Aitay	Yangtze
Taku	torpedo boat destroyer	250	6	6500	Lt. Comdr. Lysa	Hongkong
Tenacity	receiving ship	4500	6	—	Commodore Williams	Yangtze
Tesol	river gunboat	180	2	800	Lt. Comdr. E. Secretan	Shanghai
Thistle	river gunboat	710	2	900	Lieut. Comdr. West	Weihaiwei
Virago	torpedo boat destroyer	355	6	6300	Lieut. Comdr. Stevenson	Hongkong
Whitely	surveying ship	624	—	450	Comdr. R. W. Glenie	Weihaiwei
Whitely	torpedo boat destroyer	360	6	5500	Lieut. Com. O. E. L. Thomas	Upper Yangtze
Widgeon	river gunboat	195	2	800	Lt. Comdr. G. B. Spicer-Simon	Upper Yangtze
Woodcock	river gunboat	160	2	800	Lieut. Com. O. W. Wrightson	Upper Yangtze
Woo-Hark	river gunboat	160	2	800	Lieut. Com. J. F. Kneer	Upper Yangtze

\* Flag of Vice-Admiral Sir W. P. S. ...

## Foreign Men of war on the China and Japan Stations.

Name.	Flag and Description.	Tons.	Days.	R. P.	Captains.	
Kaiser Franz Joseph	Austro-Hungarian cruiser	4300	19	9000	Capt. Ferdinand Bublly	Shanghai
Panther	Austro-Hungarian cruiser	1850	12	6000	Captain E. Koerber	Singapore
Achiron	French armoured cruiser	1798	10	1700	Lieut. Ferret	Haiphong
Adour	French receiving ship	—	—	—	Lieut. Morle	Haiphong
Alouette	torpedo-boat	—	—	—	Commodore Kerbel	Cape St. James
Coronado	French gunboat	128	—	500	Lieut. Jeanne	Canton
Decade	French gunboat	445	10	1000	Lieut. Hne	Saloon
D'Entrecasteaux	French cruiser	11,242	—	—	Capt. Tracou	Saloon
Ducasse	French cruiser	3885	14	5500	Comdr. Amet	Kiukiang
Dupleix-Thomson	French armoured cruiser	10,014	18	20,000	Lieut. Coquilin	Saloon
Esturgeon	French sub-marine	303	7	6300	Lieut. Garesau	Saloon
France	French destroyer	350	7	303	Lieut. Saint-Saine	Hongkong
Gueydon	French cruiser	9376	18	20,200	Captain Ridoux	Saloon
Guichen	French cruiser	9700	—	—	Lieut. Portier	Yokohama
Henri Riviere	French gunboat	201	8	305	Lieut. Goussier	Saloon
Jaquelin	French gunboat	307	7	300	Comdr. Sagot-Davaux	Saloon
Keweenaw	French destroyer	1250	6	2300	Commodore Simon	Saloon
Leprieux	French sub-marine	—	—	—	Lieut. Armand	Saloon
Montcalm	French cruiser	9700	18	19,800	Capt. Martel	Saloon
Montcalm	French destroyer	307	6	300	Lieut. du Chemin	Saloon
Oly	French gunboat	—	—	—	Capt. Grullier	Chungking
Pelée	French gunboat	—	—	—	Lieut. Lavielle	Tongku
Rapier	French torpedo-boat	350	7	300	Lieut. de Boissin Worth	Hongkong
Rapier	French sub-marine	—	—	—	Lieut. Glorieux	Saloon
Redoubtable	French torpedo boat	9437	8	6071	Lt. Vincent de Brichignas	Saloon
Sabre	French battleship	1798	10	1700	Reserve	Hongkong
Sfax	French destroyer	—	—	—	Lieut. Leblat	Saloon
Sfax	French gunboat	—	—	—	Capt. Dupres	Saloon
Takling	French gunboat	250	6	—	Capt. Tergem	Yangtze
Takling	French destroyer	6150	23	4560	Capt. Tergem	Hongkong
Vauhan	French battleship (reserve)	123	7	500	Lieut. Brugnon	Hongkong
Vigilante	French gunboat	—	—	—	Captain Wilken	Japan
First Blumark	German flagship	11,000	18	14,000	Comdr. Baron von M. Hillebrand	Hongkong
Ilion	German gunboat	1000	10	1300	Comdr. Kloebe	Hongkong
Jaguar	German gunboat	800	10	1300	Comdr. Hartog	Hongkong
Loche	German gunboat	850	10	1344	Comdr. Lubbert	Tientsin
Möwe	German gunboat	1009	8	876	Capt. Witschel	Hongkong
Niebu	German cruiser	—	—	—	Capt. Wing-Müller	Tientsin
S. 90	German torpedo-boat	—	—	—	Capt. Lieut. Walter	Tientsin
Taku	German torpedo-boat	—	—	—	Comdr. Ahlken	Japan
Tiger	German gunboat	900	10	1800	Capt. Lieut. Giesler	Canton
Tingtau	German gunboat	170	4	1200	Capt. Lieut. von Bulow	Yangtze River
Vernard	German gunboat	—	3	500	Capt. Lieut. Feibohl	Yangtze River
Vorarlberg	German gunboat	—	3	500	Capt. Lieut. Feibohl	Yangtze River
Calabria	Italian cruiser	3000	—	—	Capt. Marengo	Saloon
Elba	Italian cruiser	2500	10	7471	Captain Borea Ricci	Shanghai
Marco Polo	Italian cruiser	3000	—	—	Captain Probelloni	Shanghai
Puglia	Italian cruiser	2498	29	7000	Capt. Fossato	Shanghai
Admiral	Portuguese cruiser	1860	14	4000	Captain d'Antas Ribeiro	Macao
Diana	Portuguese gunboat	720	—	—	Captain Continho	Macao
Anyat	U. S. gunboat	420	7	8000	Ensign A. K. Shoup	Philippines
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Baltimore	U. S. cruiser	420	7	8000	Capt. Sargant	Manila
Cary	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Hongkong
Callio	U. S. gunboat	208	10	600	Ensign Gay Wildock	Canton
Chattanooga	U. S. cruiser	3100	15	4500	Commodore Alex. Sharp	Manila
Chautauque	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jesson	Manila
Cincinnati	U. S. cruiser	3213	19	7500	Comdr. J. M. Robinson	Manila
Concord	U. S. gunboat	420	7	8000	Comdr. G. J. Bush	Philippines
Dale	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
	U. S. gunboat	560	10	6000	La-Comdr. H. Rodman	Philippines
Ohio	U. S. monitors	3993	8	3000	Comdr. W. F. Coffin	Hongkong
Onondago	U. S. battleship	12,000	—	—	Captain Rogers	Yokohama
Pampanga	U. S. gunboat	201	3	250	Ensign J. W. Hayward	Cavite
Paragua	U. S. gunboat	201	3	250	Ensign A. B. Reed	Cavite
Quincy	U. S. gunboat	—	—	—	Lieut. C. R. Train	Manila
Shaw	U. S. cruiser	4000	14	—	Comdr. J. C. Gilmore	Manila
Shaw	U. S. cruiser	3213	18	7500	Capt. F. F. Fletcher	Manila
Shaw	U. S. gunboat	347	3	500	Lieut. F. L. Finney	Shanghai
Shaw	U. S. gunboat	1597	8	1584	Commodore W. L. Rodgers	Shanghai
Shaw	U. S. battleship	12,000	50	12,600	Captain Franklin J. Drake	Manila





BOTTLED BY THE  
CLIFFORD-WILKINSON

Tansan Mineral Water  
Co., Ltd.,  
KOB

THE FAVORITE MINERAL  
WATER

For Case of 48 Bottles \$8.50  
For Dozen Bottles \$1.70  
For Case of 100 Bottles \$9.50

GINGER ALE

Experts Testify That

TANSAN MARK THE MOST  
WHOLESOME &  
PALATABLE

GINGER ALE

IN THE WORLD

For Case of 48 Bottles \$7.75  
For Dozen Bottles \$1.55  
For Case of 100 Bottles \$8.95  
For Dozen Bottles \$1.70

SOLE AGENTS

H PRICE & CO.,

13 QUEEN'S ROAD CENTRAL

POWELL'S

ALEXANDRA  
BUILDINGS.

ENGLISH  
and  
AMERICAN

SHOES

FOR  
LADIES' WEAR.

50 SHAPES  
TO SELECT FROM.

COMFORTABLE AND  
ELEGANT.

POWELL'S  
HONGKONG.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's  
Lane, Lombard Street, E.C. 4. ALGAR,  
SON & PLATT, 85, Gracechurch St.,  
E.C. 4. STREET & CO., Ltd., 30, Corn-  
hill, GORDON & GORDON, 15 St. Bride  
St., E.C. 4. BATES, HINDY & CO., 61,  
Cannon Street, E.C. 4. WILKS, Ltd., 151,  
Fleet Street, O. MITCHELL &  
CO., Snow Hill, Holborn Viaduct, E.C. 4.  
D. J. KEYSER & CO., 1, Whitefriars  
St., E.C. 4. MATHER & GROWTHEN,  
10, 11, 12 New Bridge St., E.C. 4.  
MILTON & CO., 22, Glasshouse St.,  
Regent St., W.

PARIS AND EUROPE.—MAYNARD,  
FAVRE & CO., 13 Rue de la Grange  
Battiere, Paris. The Rev. Dr. HART,  
D.D., 12 Rue Vivienne, Paris.

NEW YORK.—THE CHINESE EXHIBITION  
Office, 22, West 22nd Street.  
SAN FRANCISCO and American Ports  
generally.—BEAN & BLAIR, San Fran-  
cisco.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND.—GORDON & GORDON, Mel-  
bourne and Sydney.

CHILON.—W. M. SMITH & CO., THE  
APOLOGUES CO., Colombo.

The  
**SAVOY,**

LIMITED

White.

Kid.

Gloves

\$1.25

For Pair

THE SAVOY, Ltd.

13 QUEEN'S ROAD

HONGKONG.

THE  
**OVERLAND**  
**CHINA MAIL.**

ALL THE NEWS OF THE WEEK.

TELEGRAMS,  
LOCAL NEWS,  
etc., etc.

THE  
BEST PAPER  
FOR POSTING TO FRIENDS  
AT HOME.

To be obtained at "The China  
Mail" Office, 5 Wyndham  
Street.

**XMAS GIFTS.**

JUST received a Large and Fine Assort-  
ment of  
JAPANESE XMAS AND NEW YEAR  
CARDS, AND CALENDARS, &c.  
Most Suitable for Posting to Europe.  
Prices Very Moderate.  
Inspection Solicited.

I. NAKAZAWA.

7, D'AGUILAR STREET,  
Hongkong, October 24, 1906. 2062

**THE WELDON HOUSE,**  
LIMITED.

ARE SHOWING  
DRESS GOODS for the present season,  
HATS (Paris Model) of the latest Fashion,  
SWATOV DRAWN THREAD WORK  
and a Fine Selection of TRIMMINGS  
just received from PARIS.

Every Convenience in the  
DRESSMAKING DEPARTMENT.  
HATS remodelled and made to Order.  
INSPECTION CORDIALLY INVITED.

10, D'AGUILAR STREET,  
HONGKONG.

Hongkong, October 24, 1906. 2061

**PARIS TOILET CO.**

13, QUEEN'S ROAD CENTRAL

(Under Connaught House).

FIRST-CLASS

Ladies' & Gentlemen's

Hairdressing Saloons.

ELECTRIC

FACE & SCALP

MASSAGES.

EUROPEAN ATTENDANTS.

J. O. SPIESS KOLB,

Proprietor.

Hongkong, October 17, 1906. 451



A S WATSON

& Co., Ltd.



'STILL LEADING'

**WATSON'S**

E

LIQUEUR

SCOTCH

WHISKY.

\$15.00...Per Case.

A. S. WATSON & CO.,

LIMITED.

WINE & SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

Hongkong, October 16, 1906.

**BIRTH.**  
NORTH.—On 24th October, at St. James,  
Singapore, the wife of WALTER F. NORTH of a  
daughter.

**DEATH.**  
CHONG.—At Port Dickson, on 20th  
inst., "Marjorie," daughter of Mr. and  
Mrs. MALCOLM CHONG, aged 6 months.

**MEMOS. FOR TO-MORROW.**

**Auction.**  
11 a.m.—Auction of Children's Suit &  
Sundry Clothing, &c., at Mr Geo. P.  
Lammert's Sales Rooms.  
**Miscellaneous.**  
Goods per Sumatra not cleared at 4 p.m.  
on this date subject to rent.

**General Memoranda.**

FRIDAY, November 2.—  
11 a.m.—Auction of Household Furni-  
ture, &c., at Messrs Hughes & Hough's  
Sales Rooms.

SATURDAY, November 3.—  
Noon—Meeting of Hongkong Steam  
Water Boat Co., Ltd., at Co.'s Office.  
Noon—Auction of steamer Yruba, on  
Board.  
Noon—Auction of 5 Motor Boats at the  
Hongkong and Kowloon Wharf and  
Godown Co., Ltd.

SUNDAY, November 4.—  
3 p.m.—Auction of Crown Lands at the  
Public Works Department's Office.  
9.15—Grand Concert, at Peak Hotel.  
Transfer Books of The Dairy Farm Co.,  
Ltd., close from this date to 19th Nov.  
inclusive.  
Goods per Tonkin unclaimed after this  
date at Noon will be subject to rent  
and landing charges.

TUESDAY, November 6.—  
5.30 p.m.—Organ Recital in St John's  
Cathedral.  
Goods per Benmore unclaimed after  
this date subject to rent.

WEDNESDAY, November 7.—  
3 p.m.—Auction of Household Property  
at Mr Geo. P. Lammert's Sales  
Rooms.

THURSDAY, November 8.—  
11 a.m.—Meeting of Dairy Farm Co.,  
Ltd., at Co.'s Town Office.

**The China Mail.**

HONGKONG, WEDNESDAY, OCTOBER 31, 1906.

THE SANITARY BOARD

It is difficult for the layman to under-  
stand the precise meaning of the dispute  
between the Sanitary Board and the  
garbage contractor. At the meetings  
of the Board since the telephone of Sept.  
18 the contractor has been regularly  
presenting petitions asking that he  
should be helped, on the ground that  
the total destruction of his fleet of  
junks has brought him to the verge of  
ruin. At yesterday's meeting he stated  
that certain money due to him had  
not been paid and that his difficulties  
had been increased in consequence of  
the Board engaging the sub-contractor.  
The Principal Civil Medical Officer in-  
formed the Board that "the matter  
had been settled by the Government."  
This announcement, not unreasonably,  
caused some indignation among the  
members of the Board. A matter  
which concerns the public very closely  
and which should certainly have  
been brought before the Board is settled  
by "the Government," which in this  
instance, can almost assuredly be taken  
to mean certain of the official members  
of the Board. It is scarcely to be won-  
dered at that the unofficial members  
and even one of the official members  
for we notice that Mr Brewin is  
now resenting certain things—are  
beginning to feel restless under this  
contemptuous ignoring of their exis-  
tence. The public also are beginning  
to wonder whether arrangements made  
in this manner are best in their interest.  
The scavenging contractor asserts that  
the sub-contractor is being paid an  
"exceptionally high rate" and that the  
way the work is carried out not  
only hampers him but leaves every  
chance of the Government being  
charged twice for the same work.  
It may be remarked that although  
the Principal Civil Medical Officer has  
asserted that the Government has "set-  
tled the matter"—though it has not  
been considered necessary to take  
the members of the Board into the  
secret of how it has been done—res-  
tless complaints that, for the past  
two days, there has been a failure to  
remove the most dangerous kind of  
house garbage. Immediately after the  
typhoon allowance could be made for  
irregularity in this respect but there is  
simply no excuse at the present time.  
Altogether it looks as if it would be in  
the public interest to allow the Sanitary  
Board to do the work it was appointed  
to do. It may perhaps be a violent

departure from "old custom" to permit  
anyone but that mysterious entity "the  
Government" to do anything, but the  
appointment of non-official members to  
the Board shows that there is a glimmer  
of recognition that all the intelligence  
of the Colony is not bottled up in the  
official circle. Why not take a daring  
step forward, and permit the non-official  
members of the Sanitary Board to have  
some voice in sanitary matters?

Here is a little paragraph from a  
Peking paper which will cause local  
Civil Servants to wish they were  
working anywhere but in Hongkong:  
"Increased dollar salaries are to be  
given to the sterling paid members of  
the police force, but this is not to  
apply to assistant superintendents."  
The question that will naturally be  
asked will be: If Peking can do this  
why not Hongkong?

Although the popularity of the  
amusement known as "twisting the  
lion's tail" has been somewhat on the  
wane in America of late years certain  
of our New York contemporaries have  
a rooted objection to representing the  
British in anything but an unfavour-  
able light. Thus the *Literary Digest*,  
which is a paper of reputation and  
standing and should consequently know  
better, prefaces an article on the "As-  
pirations of Egypt" by remarking:—  
"The recent execution of certain  
Egyptian peasants and the flogging of  
others, accused of firing upon British  
officers who were shooting pigeons  
without first obtaining leave of their  
owners, etc." This is such a skillful mis-  
representation of facts that it is hard  
to believe that it is not the result of  
design. Anyone reading that sentence  
would think that the Egyptian peasants  
were summarily punished on suspicion.  
It is not stated that they were convicted  
by a Court which included one of  
their own countrymen—the word  
preferred is "accused" which con-  
veys quite a different meaning. The  
crime for which they were very  
properly punished was not "firing  
upon British officers," which might  
be taken to mean a desultory and  
unsuccessful attack. They bludgeoned  
one British officer to death and  
so maltreated two others that their  
military career is closed. Finally, so far  
from not having obtained permission  
to shoot the pigeons, the British  
officers were present at the express  
invitation of the local notable. A  
clearer understanding between the two  
great branches of the Anglo-Saxon  
family will be impossible so long as  
American journals, through either  
lamentable ignorance or criminal ma-  
lignity, distort occurrences in such a  
manner as to represent the British  
as a lawless, domineering tyrant.

**The China Mail.**

HONGKONG, WEDNESDAY, OCTOBER 31, 1906.

THE SANITARY BOARD

It is difficult for the layman to under-  
stand the precise meaning of the dispute  
between the Sanitary Board and the  
garbage contractor. At the meetings  
of the Board since the telephone of Sept.  
18 the contractor has been regularly  
presenting petitions asking that he  
should be helped, on the ground that  
the total destruction of his fleet of  
junks has brought him to the verge of  
ruin. At yesterday's meeting he stated  
that certain money due to him had  
not been paid and that his difficulties  
had been increased in consequence of  
the Board engaging the sub-contractor.  
The Principal Civil Medical Officer in-  
formed the Board that "the matter  
had been settled by the Government."  
This announcement, not unreasonably,  
caused some indignation among the  
members of the Board. A matter  
which concerns the public very closely  
and which should certainly have  
been brought before the Board is settled  
by "the Government," which in this  
instance, can almost assuredly be taken  
to mean certain of the official members  
of the Board. It is scarcely to be won-  
dered at that the unofficial members  
and even one of the official members  
for we notice that Mr Brewin is  
now resenting certain things—are  
beginning to feel restless under this  
contemptuous ignoring of their exis-  
tence. The public also are beginning  
to wonder whether arrangements made  
in this manner are best in their interest.  
The scavenging contractor asserts that  
the sub-contractor is being paid an  
"exceptionally high rate" and that the  
way the work is carried out not  
only hampers him but leaves every  
chance of the Government being  
charged twice for the same work.  
It may be remarked that although  
the Principal Civil Medical Officer has  
asserted that the Government has "set-  
tled the matter"—though it has not  
been considered necessary to take  
the members of the Board into the  
secret of how it has been done—res-  
tless complaints that, for the past  
two days, there has been a failure to  
remove the most dangerous kind of  
house garbage. Immediately after the  
typhoon allowance could be made for  
irregularity in this respect but there is  
simply no excuse at the present time.  
Altogether it looks as if it would be in  
the public interest to allow the Sanitary  
Board to do the work it was appointed  
to do. It may perhaps be a violent

The news which comes by cable that  
the firm of Kynochs have adopted the  
metric system is a solitary step in the  
direction in which there must ultimate-  
ly be a general march. Reformers who  
have endeavoured to have the existing  
system of weights and measures relegat-  
ed to the limbo of useless and  
cumbersome things will be encouraged  
in their campaign. Kynochs make the  
change whilst other firms stand still,  
because they are convinced it will  
benefit them and increase their foreign  
trade. British interests and industry  
are handicapped seriously by the present  
system, but there are many thousands  
who fail to realise that fact. At  
present the principal argument advanced  
against a change is that hardships will  
be involved. The fact is overlooked  
that other countries—every country,  
in fact except Russia and Great Britain,  
and some of her dependencies—have  
been successful in establishing the  
metric system of weights and measures  
and a decimal coinage; and are there  
Britons who are ready to confess that  
they as a nation have less brains than  
those who have dared to do what most  
Britons object to think of? Naturally  
a change in the established order of  
things upsets routine somewhat—but  
history does not show any reform  
worth having that has not been at-  
tended with certain disabilities at first.  
In Great Britain a change could be  
effected in two or three years, the  
assumption being based on the fact  
that that period was quite sufficient for  
Germany and Austria. Of the ad-  
vantages of the system nothing need be  
said here. Dwellers in the East realise  
them too well, especially so far as a  
decimal coinage is concerned, and as the  
standard metre has been determined  
with the greatest scientific accuracy

and facsimiles have been supplied to  
almost every civilised country, they  
will fail to see why Great Britain can-  
not introduce it, and if necessary allow  
a universal change to gradually take  
place. Perhaps Kynochs' action will  
lead to a resurrection of the old  
agitation.

**LOCAL AND COAST NEWS.**

Gun practice will be carried out this  
evening, commencing at 7.30 p.m. according  
to the programme arranged by the Com-  
mander-in-Chief for the 30th inst.

We have been advised by Mr Geo.  
Lammert that the sale by auction of the  
American Steamer "Yruba" has been put  
forward to Thursday (31st. November). The  
sale will take place on board, and a launch  
will leave Blako Pier at 11.30 a.m. for the  
convenience of intending purchasers.

**Cables to Europe.**

Owing to cable defects, telegrams from  
and to the Continent of Europe may suffer  
some delay during the next few days.

**Arts and Crafts Exhibition.**

Residents are reminded that the Arts  
and Crafts Exhibition opens to-morrow  
afternoon. The exhibition will be found a  
most interesting one and well worthy of a  
visit. The entries in every section  
are surprisingly numerous and curio-  
lous especially will find many treasures.  
Season tickets, price \$1 each, may be  
bought at the CHINA MAIL Office or at the  
City Hall, and photos of the interior of the  
exhibition from Messrs Mee Cheung.

**China's Example to England.**

Speaking at Llanquillo, the member  
for East Denbighshire, Mr Hemmings,  
said in regard to the opium traffic:—Let  
Britain take a lesson from China. They  
did not look upon China as being in the  
van of progress, but in dealing with this  
curse the rulers of that country were show-  
ing us an example. The land question  
of the evils of which they in Wales, knew of  
in the form of "Peasantryism" must be  
attacked with determination, and until  
they got better houses and better condi-  
tions for the people they could scarcely  
hope to stamp out the demon of inter-  
ference.

**THE MIDDLESEX REGIMENT.**

**Disembarkation.**

The Third Battalion of the Middlesex  
Regiment (The Duke of Cambridge's Own)  
who are to relieve the Second Battalion of  
the Royal West Kent Regiment (The  
Queen's Own), disembarked this morning  
and took up their temporary quarters  
pending the departure of the West Kents.

The following are the names of the  
officers who arrived by the Transport  
"Soudan," under the command of Com-  
mander S. de P. Lockyer, R.N.R.

Lieut. Colonel Wm. Scott Moncrieff.

Major E. W. R. Stephenson.

Captains W. H. C. Day, B. A. Thomp-  
son, Wm. Miller and J. S. Cunningham.

Lieutenants H. E. Large, Vere L. N.  
Pearson, C. D. Drew and J. Dixon.

Second Lieutenants Macdonald and  
Fyfe.

Lieutenant and Quartermaster W.  
Fulcher, Sergt.-Major Denison, Band-  
Master Galtrop, Quarter Master Sergeant  
King, and 435 men.

In addition to those officers mentioned  
above, Colonel Reid, Lieut. Colonel Carter  
and Captain Collingwood were also passen-  
gers for Hongkong.

In addition to the men for Hongkong  
the "Soudan" had the following officers  
and men for Taku:

Lieut. Colonel Anderson.

Major R. de H. Burton.

Captains P. M. Large and G. Lewis  
George.

Lieutenants Wm. I. Well-Bowen, M. G.  
Scarborough, G. R. Home and G. F.  
Talbot.

Second Lieut. F. H. Gale, and 434 men.

Mrs Scott Moncrieff, Mrs Stephenson,  
Mrs Collingwood, Mrs Large and Mrs Lewis  
George were also passengers on the  
"Soudan."

**THE METRIC SYSTEM.**

LONDON, October 23.

Mr Lloyd George, interviewed about the  
adoption of the metric system, admitted  
that the Government had been doing by the  
present system to our foreign trade. But  
legislative introduction of the system would  
be a mistake, unless the commercial classes  
demanded it. In that case, the change  
could easily be effected, although it would  
cause temporary inconvenience, and the  
trade of the country would benefit.

According to the current number of the  
*Board of Trade Journal*, the Acting British  
Consul-General at Odessa, Mr Pictou Bage,  
reports that the Russian Steam Navigation  
Company will resume its regular monthly  
service between Odessa and the Far East  
on October 1 (14). The Eastern Asiatic  
Company is also running a monthly service,  
and steamers are being despatched by the  
Northern Steam Ship Company and by the  
Volunteer Fleet, for which four or five large  
and fast steamers are said to have been  
ordered.

**DO NOT NEGLECT A BAD COLD.**

NEVER allow a cold to take its course.  
Too often at the season of the year  
in course is toward pneumonia. Chamber-  
lain's Cough Remedy will promptly cure  
your cold and counteract any tendency in  
this direction. You cannot afford to take  
such a risk for the small amount this medi-  
cine will cost you. For sale by all chemists  
and druggists.

**BY TELEGRAPH.**

**GERMANY AND  
RUSSIA.**

**THE KAISER HONOURS FOR-  
EIGN MINISTER.**

(Exclusive Service, Supplied by Reuters  
via Bombay)

LONDON, October 30.

The Kaiser has bestowed on M.

Lewinsky, the Russian Foreign Minis-  
ter, the Cross of the Red Eagle.

**IRELAND'S CHAMPION.**

**MR REDMOND ATTACKS THE  
GOVERNMENT.**

A Surprised Chief Secretary.

(Exclusive Service, supplied by Reuters  
via Bombay).

LONDON, October 30.

In the House of Commons Mr

J. E. Redmond, M. P. for Waterford,

attacked the Government on their

failure to reinstate the evicted tenants,

declaring that the Government had

broken their pledges.

The Rt. Hon. J. Bryce, Chief

Secretary for Ireland, expressed sur-  
prise at the attack, maintaining that

the Government had done its best in  
view of the great difficulties that beset

them.

[REUTERS' SERVICE.]

**AMERICA AND JAPAN.**

**No Exclusion of Japanese.**

LONDON, October 29.

It is stated in San Francisco that Japanese

children have not been and will not be

excluded from the schools but it was de-  
clared wise for the benefit of the whites,

to segregate Orientals, as the statutes permit  
the trustee to build separate schools for

Orientals.

**NAVAL APPOINTMENTS.**

**Sweeping Changes.**

LONDON, October 29.

It is understood in naval circles, that

Admiral Sir William May will succeed

Admiral Sir Charles Drury, second Sea  
Lord; Admiral Sir Day Bosanquet replaces



## BY TELEGRAPH.

## VICEROY CHOUFU.

(Chinese Mail Service.)

SHANGHAI, October 30.

His Excellency Choufu, Viceroy of Canton, has arrived on board the s.s. "Kongwing" a. Woosung, where he boards the s.s. "Sunce" leaving for Canton on November 1.

## DEATH OF A CHINESE OFFICIAL.

(Chinese Mail Service.)

SHANGHAI, October 30.

His Excellency Wong Chi Ching, a Governor of Kwangtung, died at Hunan.

## HONGKONGS CHIEF JUSTICE.

(Chinese Mail Service.)

HONGKONG, October 30.

His Excellency the Chief Justice, Mr. San Yu, has arrived here from Canton. He had an audience at the Court before departure.

## SOCIAL AND PERSONAL.

A home paper says: Mr. Noah Williams, of Camelford, in the Swanston Valley, who is recommended for a professorship in mining at Shanghai University, has been elected.

A marriage is arranged between Capt. F. J. Radford, the Honoured Forester, second son of Capt. Frederic Radford, late Royal Dragoon, and Ethel With, younger daughter of the late Col. Frederic Vincent Gaffney Bird, Royal Marine Light Infantry.

The Peking Municipal Commission has recommended a gratuity of \$20,000 to their late President, Mr. J. W. Hallifax. It is rumored in Peking that the Government, in view of the state of the municipal finances, suggests that it should be added to the \$10,000.

Captain Stanford Case Treacy, R.N., died suddenly at Ryde on September 18, at the age of 68. His commission as second master was dated July 13, 1869, and in this capacity he was landed with a naval brigade at the capture of Canton, and was present also at the destruction of Nanow, receiving the China medal with clasp for Canton.

Mr James McLean is coming out from London to take over the duties of Sub-Manager of the Hongkong and Shanghai Bank at Singapore in succession to the late Mr. Clement Tulloch. Mr. McLean has been about twenty-five years in the service of the Bank and was for a time in charge of the branch at Kobe. As he is a rather senior man, his tenure of the appointment at Singapore may not be for any great length of time.

The death is reported of Edmund Waller on September 20, at the age of 75, an old China hand, who played his part as a sportsman. He joined the firm of Smith, Kennedy and Co. in the middle '50's, and from that period to the early '80's the sport of horseracing was at its height. The rivalry of the (Fong Now) Waller stable, and (E. W.) McKinnis stable, by the imported Australian horses, Choufu, Spider, Canrobert, Blue Bird, and others of lesser note, afforded exciting sport in winning the Shanghai Cup. The deceased was a member of the Wallers, of Luton, Beds., a household word in the country.

The troops "Soudan" brought Lt. Col. and Mrs. Scott Moncrieff; Lt. Col. and Mrs. Carter and children; Col. Reid; Col. Collingwood; Mrs. Collingwood and child; Mr. Master Sgt. Howie (from South Africa); Capt. Day, Lt. Thompson, Lt. Long, Lt. Pearson, Lt. Drew, Lt. Dism, Maj. Stephenson, and Mrs. Stephenson, Capt. Miller, Capt. Cunningham, Lt. McDonald, Lt. Fackney, Lt. and Mrs. Fackney and children; Sgt. Major Denison; Mrs. Denison and children; Band Master Calthorpe, Mrs. Calthorpe and children; Q. M. S. King, Mrs. King and children. For Taku Major Burton, Lt. Webb, Lt. Bowen, Lt. Scarborough, Lt. Home, Lt. Gale, Capt. Laro, Mrs. Laro, Capt. Lewis Lloyd and Mrs. Lloyd, Lt. Tulloch and Lt. Col. Anderson.

Mr. G. A. Caldwell, who for many years has been a prominent member of the Hongkong community, especially in A.D.C. and sporting circles, left to-day for home on sick leave. It will be remembered that Mr. Caldwell has just recovered from a serious illness, which necessitated his withdrawal from active participation in outdoor exercise or excitement. His loss will be felt keenly by the A.D.C. for in conjunction with the late Mr. E. W. Mitchell, he was one of the mainstays of the Company. In sporting circles he will also be greatly missed, for he was always to be found

actively assisting and organizing all rowing sports, both for the Victoria Recreation Club and for the Royal Hongkong Yacht Club. He served for many years on the Y.R.C. Committee and was on the Committee of both the regattas promoted by His Excellency the Governor. Mrs. Caldwell and Miss Caldwell accompany Mr. Caldwell on his trip, and we are sure that all who have met Mr. Caldwell will wish him, as we do, a pleasant voyage and a safe return, thoroughly recovered and fit to continue his work of the past.

The funeral of the late Mr. C. Focken, superintendent engineer to the Norddeutscher Lloyd, took place this morning at the Happy Valley cemetery. There was a very large number of persons present, including representatives of most of the shipping firms in the colony, the staff of the N. D. L. office and Messrs. Melchers and Company, who are agents for the N. D. L., a large number of messengers, and many of the deceased's personal friends. The coffin was carried shoulder high by members of the N. D. L. office, assisted by captains of the N. D. L. coasting steamers which are now in port. The funeral service, which was most impressive, was conducted by Rev. C. H. Hickling, of the Union Church, and in his remarks the latter referred to a feeling manner to the loss sustained by the widow and family of the deceased. Mr. Focken's death will be felt in many quarters in the Colony, but principally by the shipping and engineering communities, for it was among these two sections that his daily labours took him. He is an old resident of the East, having been in Hongkong for 40 years. He entered the service of the Hongkong and Whampoa Dock Company as an apprentice. After serving in two steamers as chief engineer, he rejoined the Dock Company as superintendent of the Commercial Dock, a position which he retained until he joined the Norddeutscher Company about 1903. On the retirement of Mr. Michael, the superintendent engineer of the Company, he was appointed to the position, in which he laboured until his death. Mr. Focken was a well known member of the Engineers' Institute and was always to be found endeavouring to assist the Institute in every possible manner. He was also an original member of the Kowloon Bowling Green Club and the Kowloon Cricket Club, and was a member of the committee of the former. As a sportsman he was in a prominent position, and was treasurer of the Eastern Sports Lodge, of which lodge he was at one time Master. The expressions of regret which were to be heard among all classes of business men yesterday afternoon and this morning were sufficient indication of the respect in which the deceased gentleman was held.

## THE TYPHOON.

Inquiries from the State Secretary.

The following messages have been forwarded us by the Colonial Secretary for publication:

Telegram from Secretary of State, London, to Governor, Hongkong, dated 24th September, 1906:—"Am I right in assuming that resources of Colony will be able to meet distress caused by typhoon without recourse to assistance from outside. Telegraph reply."

Reply from Governor, Hongkong, dated 25th September, 1906:—"Referring to your telegram September 24th, now anticipated that private European and Chinese subscriptions will reach \$125,000. Government of Hongkong will vote equal amount. These sums will suffice for relief of survivors and for replacing native craft necessary for trade of Colony. So many entire families have been lost that number to be relieved is relatively small to extent of disaster."

Despatch from Secretary of State, dated 28th, September, 1906:—

Downing Street, 28th, September, 1906. Sir,—I have the honour to acknowledge the receipt of your telegram of the 25th. Instant, in reply to my enquiry whether the resources of the Colony would be sufficient to meet the distress caused by the recent typhoon, without recourse to help from outside. My enquiry was suggested by a telegram from the Governor of Mauritius, asking if help was required. I have learnt with much gratification of the large sum raised by subscription amongst the inhabitants of Hongkong, both European and Chinese, and I gladly approve the proposal to vote a similar sum of \$125,000 from Colonial funds. The Colony has met this disaster with a prompt generosity, thoroughly in accordance with its traditions.—I have, etc.

(Sd.) ELM.

## WEIGHING A SPECK OF DUST.

A pair of scales that will accurately record the weight of a signature, a postage stamp, or a grain of sand may be tested at the City's new Weighing and Measuring Office in Whitecross-street, which has just been opened by the Lord Mayor. Everything can be measured and weighed here with scientific exactness from a fifteen-ton load of bricks to the smallest speck of dust. A sheet of paper was weighed while the Lord Mayor and Sheriff in states were inspecting their latest possessions, and then a visitor wrote his name in ink on the sheet. A moment later the weight of the signature caused the balance to turn, and the expert in charge triumphantly announced that the ink used in writing the name weighed exactly three-thirtieths of a grain.

## A RELIABLE REMEDY.

THE only remedy which can always be depended upon in the most severe cases of pain in the stomach, cramp, colic or diarrhoea, is Chamberlain's Colic, Cholera and Diarrhoea Remedy. Most dealers know this and recommend it when such a medicine is called for. For sale by all chemists and druggists.

## THE "HANKOW" INQUIRY.

The Colony's Danger From Fire.

The inquest concerning the deaths that occurred in the "Hankow" fire was continued by Mr. H. H. J. Gompertz and a jury, at the Magistrate's Court this morning.

Dr. Marriot was the first witness called. He deposed that about 3.10 o'clock on the morning of the 14th instant he was in the vicinity of the Canton wharf and saw the fire on the "Hankow." The vessel was then alight from end to end. He saw people being taken out of the water and saw 20 or 30 persons in a partly burned condition and examined the bodies and found he could do nothing for them. He spoke to a Police Inspector and asked if there were any Europeans or Chinese to whom he could be of assistance. The Inspector replied that there were no Europeans and the Chinese were apparently dead. Witness examined the bodies and satisfied himself he could do nothing and then went back to the fire. He would have remained and sent for other medical assistance if it had been of any use.

EVIDENCE OF A FIRE EXPERT. A Lane, chief engineer of the Fire Brigade, deposed that he arrived at the "Hankow" wharf about 3.5 a.m. and was closely followed by the Brigade. In a few minutes the first hydrant was at work. The first hydrant was at work by 3.10 a.m. and the second about three minutes later. In all they had five hydrants (two lines of hose) at work and by 4.30 a.m. the first steam fire engine was pumping. The second engine had come from Wanchai and was at work somewhere about 4 o'clock. Witness found the hydrants weak, there not being sufficient pressure. A pressure of 100 lbs. was required at a fire and he did not get that at any time during the fire. There was a pressure of 60 or 70 lbs. and a message was sent to the motor house for more pressure but witness did not see that it increased much. The vessel was alight all over the paddle boxes when witness arrived and the fire covered the ship about 1.5 minutes. Witness considered the rapidity with which the fire spread extraordinary. If they had got the 100 lb. pressure immediately they would have been able to save men of the forward part of the ship but it would have made no difference at all. Of course as the ship consisted of dry wood and canvas, saturated with oil and paint, the fire might be expected to spread rapidly.

Witness had seen pressure of 180 lbs. on the mains in the city at night. The pressure depended on the motor houses. He could think that the pressure was usually reduced at night. The telephone at the Central Fire Station connected with the Central Police Station. Witness considered the motor houses could give as much pressure as was required but the sizes of the mains would not give a sufficient bulk of water. He did not know the size of all the mains but could speak of the Central District. If a building like the Hongkong Hotel got on fire he did not think the mains would give sufficient water to check it. Witness did not think they could get a sufficient bulk of water to deal with some of the large buildings if they once got a good start.

## A GALLANT POLICEMAN.

Sergeant Parr deposed that he was waiting for the "Hankow" to come in on the morning of the fire. She came in at 2.40 a.m. and he went on board to see the captain. After he had been on board for a while Portuguese came up and reported the fire and witness followed the Captain and two other officers aft and saw smoke coming out of the after hatch. He tried to get to the fire but could not get to the top of the Chinese passengers. He then stood near the gangway but was driven away by the heat in about five minutes. Witness then went on to the wharf and threw a rope to people who were struggling in the water. The Chinese would not get hold of the rope and witness then threw a rope into the harbour for them to float on. He then took off his coat and hat and jumped into the water and with the assistance of a rope from the shore saved about 30 people. All the Chinese witness rescued were alive and were able to walk away.

From the time witness blew his whistle for the alarm of fire until the fire broke him off the gangway was about seven minutes. All of the Chinese trying to escape from the steamer carried their bags and boxes. Even those who jumped into the harbour took their boxes with them. Witness believed if they had left their luggage behind most of the Chinese would have been saved. Several other people also jumped into the water and rescued drowning people.

## OTHER WITNESSES.

Chinese Detective Ho Kau stated that he was on duty at the "Hankow's" wharf when the steamer arrived. When he saw the fire it was about big enough to boil tea and was amongst some matting at the wharf and was about the matting to the fire but it only became fiercer. The fire spread very rapidly and the smoke quickly drove him off the ship.

R. Barnum, second engineer of the "Hankow," stated that he was on duty on the 14th instant. When the alarm of fire was given witness was in the engine room and tried to turn the electric lights on but the smoke drove him out before he could do so.

Lawrence Sergeant Addington stated that he was on duty at the Tung Wah Hospital's Kennedy Town branch when the bodies from the "Hankow" were brought in. In all 111 bodies of Chinese who lost their lives in the fire were recovered.

P. H. Inspector Wanick in his evidence stated that he was on duty at the "Hankow" fire. After he arrived the people who were rescued were beyond assistance. First aid was tried but only succeeded in one instance. This was in the case of a woman

but she died a few hours later. Some of those rescued from the water were scorched by the fire.

To the Coroner.—The names of the principal people who assisted in life saving besides Sergeant Parr were Lance Sergeant Davis, Sergeant Davitt, Mr. Alves, Indian constable Nos. 331 and 385 and Indian Excise officer No. 37. All of the rescuers took considerable risks and the fire was so hot as to be almost unbearable. Sergeant Davitt was once knocked under water by falling debris. The people thus rescued were cared for by their friends and the police were too busy to keep count of them. He should estimate that 100 lives were saved by the rescuers. Witness examined the ship after the fire and saw nothing to suggest that the ship had been set on fire.

His theory was that a coiler or a stow-away climbed on top of the mast and set it alight while smoking. At first the fire must have smouldered but was fanned into flame when the ship was opened up. Witness saw 17 charred bodies on the ship which in his opinion were those of women or children. Of the bodies recovered 52 were women, 19 men and 19 children and 19 charred beyond recognition.

THE FINDING. The jury returned a verdict of death by misadventure, there being nothing to lead them to a conclusion as to how the fire originated.

A rider was added to the verdict to the effect that they considered it was a dangerous practice to carry inflammable cargo on the main deck where there were Chinese passengers.

The jury also considered that some recognition should be taken of the section of the constables and others who risked their lives in saving people from the water.

## SPORTING.

## League Cricket.

The following Clubs have completed their League fixtures for the present season, as follows:

DATE	CLUBS	HOME.
Nov. 10.	Hongkong "A."	Home.
17.	Royal Engineers	Home.
24.	Royal Artillery	Home.
Dec. 1.	Civil Service	Home.
8.	Army Staff	Away.
15.	Kowloon	Home.
Jan. 5.	Hongkong "A."	Away.
19.	Civil Service	Away.
26.	Craigswater	Home.
Feb. 2.	Royal Engineers	Home.
9.	Kowloon	Away.
Mar. 2.	Royal Artillery	Away.

DATE	CLUBS	HOME.
Nov. 10.	Army Staff	Home.
17.	Hongkong "A."	Away.
Dec. 15.	Police	Away.
22.	Civil Service	Away.
29.	Craigswater	Away.
Jan. 14.	Royal Artillery	Home.
Feb. 11.	Police	Home.
25.	Hongkong "A."	Home.
Mar. 4.	R. E. C. C.	Home.
11.	Royal Artillery	Away.
25.	Civil Service	Home.
Apr. 8.	Army Staff	Away.
22.	R. E. C. C.	Away.

## Hockey.

There will be a practice game to-morrow afternoon on the Club ground at 3 p.m. Members who have not been notified, and intending members, are requested to turn up, and it is hoped that a good muster will be present at this opening game.

## HONGKONG METEOROLOGICAL SERVICE.

Thus the *Far Eastern Review*:—"About the destructive typhoon which recently visited Hongkong, the newspapers of that colony have been discussing with more or less vehemence its meteorological service. Failure by the observatory to give timely warning of the approaching storm to shipping and other harbour interests, has resulted in charges of gross negligence against Director W. Doherty, with the result that the Governor of Hongkong feels himself called upon, in the interest of the colony, to institute a searching investigation into the conduct of the observatory. During all the controversy, in which the observatory management seems to appear in a most unenviable light, it should be a matter of self-conviction for the Philippine Government and the reverend director of the local Weather Bureau, that the Manila Observatory and its management come in for high praise from the rest of the world. And while we have no desire to take part in the discussion, we deeply regret the final decision of the Rev. Jesse Alagu, S.J., Director of the Philippine Weather Bureau, not to publish an extensive report of the typhoon which the official bulletin for September, the identity of its storm with the one which crossed the Philippines a few days earlier, may be pointed out by Father Alagu; but in view of the animosity which has always been displayed by Mr. Doherty against the Manila Observatory, and his antagonistic attitude towards the reverend director, we have no desire to emit him still more by pointing out what might have been done in line of timely forecasting of the Hongkong disaster. Furthermore, a thorough discussion of the subject could not be accomplished at the Manila Observatory without access to Mr. Doherty's records, which privilege Father Alagu might not hope to be accorded on account of the one-sided animosity which restrains professional and scientific freedom of communication between the two institutions. We should like to see the barrier of jealousy between them by mutual testimony. It seems to us that with earnest and unselfish co-operation between the observatories of Manila and Hongkong much good could be accomplished in the public interest."

## AN ANTISEPTIC LINIMENT.

FOR wounds, bruises, burns and like injuries there is nothing better than Chamberlain's Pain Balm. It not only antiseptic, forming a thin, impenetrable film over the injured parts, which excludes the air and causes the injury to heal without matter being formed, and in much less time than by the usual treatment. In cases of burns it relieves the pain almost instantly. Sold by all chemists and druggists.

## CLEANSING THE CITY.

Discussion at the Sanitary Board.

A long discussion arose at yesterday's meeting of the Sanitary Board on the President's motion that a select committee should be appointed to consider complaints arising in connection with the general cleansing of the city.

The President in supporting the motion said:—"This house to house visitation is now an established fact. For the last five winters it has practically been carried out by the Chinese themselves under the supervision of the sanitary staff. On looking into the matter I find that last winter there was not any Select Committee appointed to consider any complaints that may arise, although in the previous winter there was such a committee. Under consultation with the Medical Officer of Health we thought it advisable to amend the procedure this year as compared with that of previous years, and I may say for the information of members that H.E. the Governor is in accord with what I decided to do. We have decided, in addition to cleansing the houses as we have hitherto done—that is to supply Jeyes' fluid and hot water to the Chinese so that they can cleanse the houses themselves—we have decided that in addition to the houses being cleaned, the crevices and corners should be sprinkled with a solution of phenol. The object is to kill any fleas and eggs of fleas. All those who have studied plague have come to the conclusion that fleas are the most active agent in the transmission of plague, so it behoves us to destroy fleas as far as we possibly can. Dr. Clark pointed out that we should destroy fleas in the houses, but what about the clothing? We have offered the Chinese that we will, free of expense, disinfect their clothing and do it with as little inconvenience to them as possible. I have spoken on the subject to two influential Chinese, and they have agreed to help us in every way they possibly can. I think we must look to the two Chinese members of the Board to assist us in carrying out this measure. You know it is customary to give two days' notice, and if the houses are not cleaned in that time the sanitary staff undertake the work. It is proposed to amend the ordinary notice by an addition pointing out that fleas are an intermediary in spreading plague from infected rats and that it is the wish of the Board to exterminate them if possible, and that clothes ought to be disinfected. I know that in the past clothing has been spotted in this way, and if such a committee as I move were appointed, it would consider complaints that may arise and make compensation where it was deemed proper. The Board has power under the bye-laws to compensate for any articles that are damaged. I may state that at the suggestion of the Governor this last paragraph concerning fleas has been inserted in most Chinese newspapers for about a week."

Mr. Lau Chu Pak asked if it was compulsory to hand clothes over for disinfection, to which the President replied that it was purely voluntary.

The Registrar-General—I must say it took my breath away to find the Board consulted on the subject of this importance after apparently every arrangement had been made for it being carried out. It practically consists of a complete revolution of the system of cleansing which we have arrived at after a great deal of friction and after many trials of various kinds. I think it is a slight upon the Board that you, Sir, should come forward and treat it in this way. If there is to be any alteration in the system of cleansing as carried out, that question ought to be postponed until next meeting when the report can be considered. Mr. Lau Chu Pak seconded the Registrar-General's motion.

Mr. Hooper asked whether liquid fuel had been found efficacious in the destruction of fleas in India.

The President (in reply to the Registrar-General) said:—"I am astonished that anyone in the Registrar-General's position should think for one moment that the President of this Board should attempt in any way to slight the Board. That has been far from my intention ever since I have been in this chair and I appeal to members present to say whether that is so or not. The reason why the change was made was because less than two weeks ago we received a report of the Indian Plague Commission which practically bore out the reason of my recommendation of this procedure to the Governor. As soon as I saw that report and read of the system now in force in India I felt it my duty to represent to His Excellency the measures taken by this most important commission, which in its preliminary report drew attention to the fact that fleas were the intermediary agent between infected rats and man. It had been already found in the measure taken that this crude phenol had been most useful, and the only object I had in bringing it forward was to better the sanitary condition of the Colony."

Mr. Hooper said he was sure that the President had done so in the best interests of the Colony but at the same time he confessed that when any radical change of this sort was made it was better they should have a statement at one meeting so that they should be able to discuss it and vote on it at the next; or better still, a memorandum should be circulated. As such had not been circulated the matter had been sprung upon them and under the conditions it was very much better that consideration of it should be postponed till next meeting.

The President did not look upon the proposal as a radical change. If members thought he had been remiss he apologized. He could not do more.

Mr. Hooper considered there was no question of apology.

Mr. Hooper thought they had wandered away from the question; which was as to the appointment of a committee.

The President agreed that was the question. The Registrar-General practically proposed an amendment that consideration be postponed until next meeting. He considered it an urgent matter, and as President of the Board would ask members to pass the motion at this meeting.

The Registrar-General said he would not have moved for a postponement if it had not been for the information the President had given about proposed changes in the cleansing operations. He did not intend to dispute its theoretical value, but the only practical way in which plague could be combated, as had been found in India, was by the competent co-operation of the people who were affected by it. Any change which might affect good results should first be considered, and that was the reason he asked for a postponement.

The President explained that they had decided against the use of liquid fuel on the ground that it was too inflammable. He took it that if the amendment was carried cleansing operations would cease for a fortnight. It was most important that the Board's approval should not stop and with the Board's approval he would give orders that it should be carried out under the old conditions.

To this proposal the members agreed.

## LONDON LETTER.

(From Our Correspondent.)

LONDON, September 28.

During the past week, members of the Eighty Club have been visiting Hungary and some rather rash after-dinner speaking has taken place in Budapest. Twenty years ago, Mr. Gladstone, introducing his first Home Rule Bill, pointed to Austria-Hungary and Norway-Sweden as magnificent specimens of successful autonomy. Since then we have seen the one union dissolved and the other gravely shaken. The tension will not relax if Count Apponyi permits himself to claim the special sympathies of one British party, and the Eighty Club are distinctly party politicians. A dislike of Aust was one note of the Liberal appeal of 1880, and the first thing that Mr. Gladstone had to do on taking office in that year was to make amends, of a sort, to Count Karolyi for his Midlothian speeches; and now Mr. Henry Norman and his troops seem ready enough to take sides in the internal strife of the empire and kingdom. I fancy that Hongkong at least knows better than to attach an excessive importance to what Mr. Henry Norman may say, but Austrian journalists may easily have learned to regard him as at any rate a relatively eminent politician.

Aberdeen has had a week of high festivity. For many centuries the staple manufacture of Scotland has been education, and she is still, I loyally believe, ahead of every other country in this matter. The celebration of the fourth century of Aberdeen's academical eminence was worthily greeted by the presence of the King and Queen who came to open new buildings for scientific and technical education. The Granite City had put off its somewhat sombre appearance and was a blaze of decorations, and the list of honorary degrees and distinguished visitors was a mile long.

The eight days allowed by the United States, for contending parties in Cuba to lay down their arms and coolness under pain of annexation will elapse to-morrow and there is not yet peace. Both parties probably want annexation and only wonder whether they will get it more assuredly by good behaviour or by bad. Cuba has a very mixed population, one third negro, and the rest a varied blend. During the last few years the new departure of the States in the matter of the Philippines has not convinced every one of the usefulness of adding distant and heterogeneous states to the flag. The States have, in Georgia, a serious negro difficulty of their own and it is quite possible that the admission of a million and half of turbulent Cubans to the protection and control of the flag would accentuate it. Spain failed to govern Cuba. Cubans cannot govern themselves and we wait to see what success will await the United States in the character of Canning's "New World" called in to redress the balance of the Old.

The illness of Mr. Chamberlain is so serious that even in the most cheerful disposition it is admitted that he cannot return to political activity this year. There are times when a great party is so fortunate as to possess among its leaders one so pre-eminent that organized action seems impossible without him. It is an open secret that Chamberlain trusts Mr. Chamberlain more than they do Mr. Balfour, who has less definiteness, less brilliancy, and less initiative. The Tariff Reform movement can scarcely hope to survive the political activity of its founder, and even the defence of the Union is jeopardized by the leadership of those who were responsible for the appointment of Sir Anthony Macdonnell. All who believe in party government (and there are still many, more the pity) must regard the weakening of the Opposition by the absence of Mr. Chamberlain as a real disaster.

Yet another case of the difficulties involved in the government of a mixed population, Crete has both Greeks and Mussulmans and the two have a good old habit of massacring each other according to local prominence. The Powers appointed Prince George and the Christians in the island naturally thought this would lead to the annexation of the island by Greece—and incidentally, the expulsion, perhaps even the extermination of the Ottoman minority. Now Prince George of Greece, finding that things would not move in the desired direction with sufficient rapidity, has resigned. Another Greek, M. Zaimis, has been appointed and the Powers had the contention in the island so severe that on Sunday last, the National Assembly was forcibly expelled by international troops and Prince George has been publicly told that he will consult the peace of the island, best by going to, and not waiting even to greet his successor.

## NEW CONNAUGHT HOTEL.

A HIGH-CLASS HOTEL

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE, CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 13, 1906. 700

## The ROBINSON PIANO COMPANY, LTD.

BUILD THE MOST SERVICEABLE PIANOS FOR THIS CLIMATE.

THEY ARE SOLIDLY CONSTRUCTED and all parts thoroughly seasoned at our Factory here

PRICES FROM \$390.

CASH OR CREDIT.

HIRE FROM \$10 per month.

'REFORM IN CHINA.

BEING a letter addressed to Rear-Admiral Lord Charles Bessborough, O.B.E., M.P. And an article in reply to CHINA: 'THE SLEEP AND AWAKENING.

To be had in pamphlet form at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ..... One Dollar

'REMINISCENCES OF INTERPORT ORIENT.

By J. A. L. Reprinted from the 'CHINA MAIL' in Pamphlet Form.

To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price ..... 50 Cents.

'RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, L. M. Customs With Woodcuts

(Reprinted from the China Review.)

One of the Best Sketches of Formosa Life yet written.

Price ..... 50 Cents.

'CHINA MAIL' Office, 5 Wyndham Street, Hongkong.

MOET & CHANDON'S DRY IMPERIAL.

THE STANDARD CHAMPAGNE OF THE WORLD.

As Supplied to ROYAL HOUSEHOLDS, EM-BASSIES, LEADING SOCIETIES, CLUBS and HOTELS throughout the World.

To Get the Full Value of your money insist on being supplied with the

DRY IMP



## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

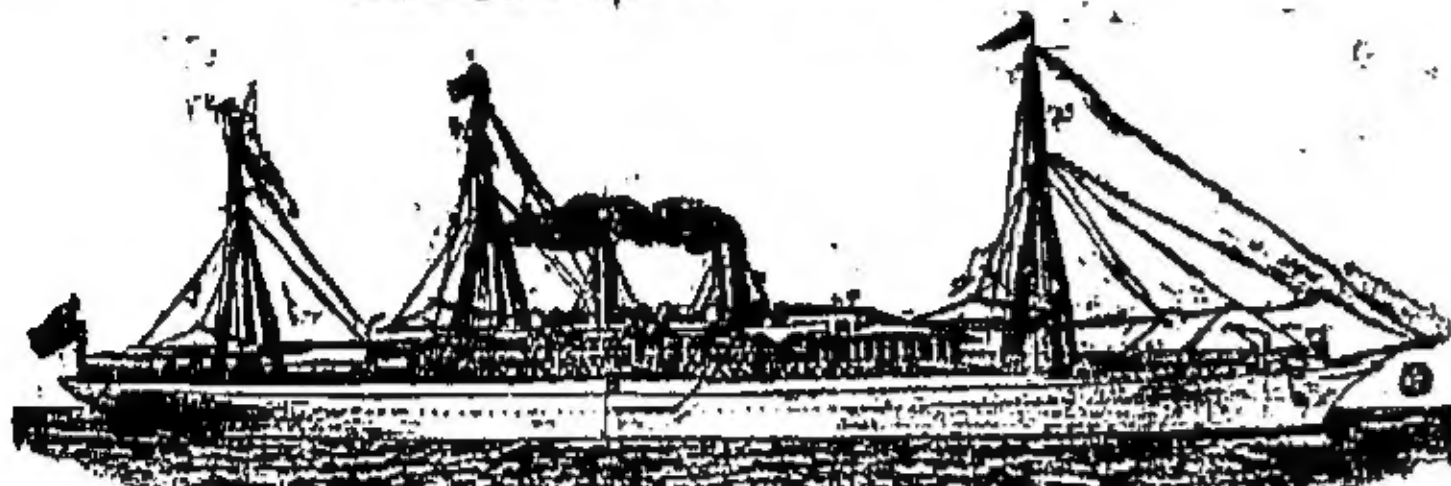
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	MALTA	About 3rd Nov.	Freight and Passage.
LONDON, via Suez Ports	SIMLA	Nov. 3rd	See Special Advertisement
YOKOHAMA, via SHANGHAI	FORMOSA	About 4th Nov.	Freight and Passage.
LONDON & ANTWERP, via Suez Ports, PANAMA, PORT SAID & MALTA	WILE	About 7th Nov.	Freight and Passage.

P. &amp; O. N. Co.'s Office.

E. A. HEWITT, Superintendent

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only line that maintains a Regular Schedule of 11 Days across the Pacific to the EMPRESS LINE. Sailing 5 to 10 Days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

Forwarded Sailing.	Leave Hongkong	Arrive Vancouver
EMPEROR OF INDIA	8853 Tons	Wednesday, Nov. 22, Dec. 10.
ATHLETIC	8853 Tons	Wednesday, Nov. 28, Dec. 16.
EMPEROR OF JAPAN	8853 Tons	Thursday, Dec. 20, Jan. 7.
MONTEAGUE	8853 Tons	Wednesday, Dec. 27, Dec. 14.
TARTAR	8853 Tons	Wednesday, Dec. 27, Dec. 14.
EMPEROR OF CHINA	8853 Tons	Thursday, Dec. 27, Dec. 14.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA AND VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to Liverpool being 21 1/2 days from Hongkong, and 29 1/2 days from Vancouver.

H.M.S. MONTEAGUE, TARTAR AND ATHLETIC carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodations for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passages, apply to D. W. CRADDOCK, Acting General Agent, 100, Queen Street, Hongkong.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED sailings FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SANUKI MARU, Tons 6,178, Capt. N. Mathieson	WEDNESDAY, 14th Nov., at Daylight.
VICTORIA, B.C., AND SEATTLE, via SHANGHAI, MOI, KOBÉ & YOKOHAMA.	KAGA MARU, Tons 6,301, Capt. A. Christensen	TUESDAY, 13th Nov., at 4 p.m.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, VICTORIA AND BRISBANE.	TOKA MARU, Tons 5,823, Capt. K. Kato	TUESDAY, 23rd Nov., at 4 p.m.
BOMBAY, via SINGAPORE AND COLOMBO.	RIJOUN MARU, Tons 4,808, Capt. G. Lapraik	TUESDAY, 6th Nov., at Daylight.
KOBÉ AND YOKOHAMA.	KAMAKURA MARU, Tons 6,126, Capt. H. Fraser	WEDNESDAY, 3rd Nov., at Daylight.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office at Prince's Buildings, First Floor, Cluster Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

28,000 TONS  
BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

MINNESOTA, Captain J. H. RINDER	On MONDAY, 3rd Dec., at Noon.
DAKOTA, Captain E. FRANKLIN	On FRIDAY, 11th JANUARY, 1907.

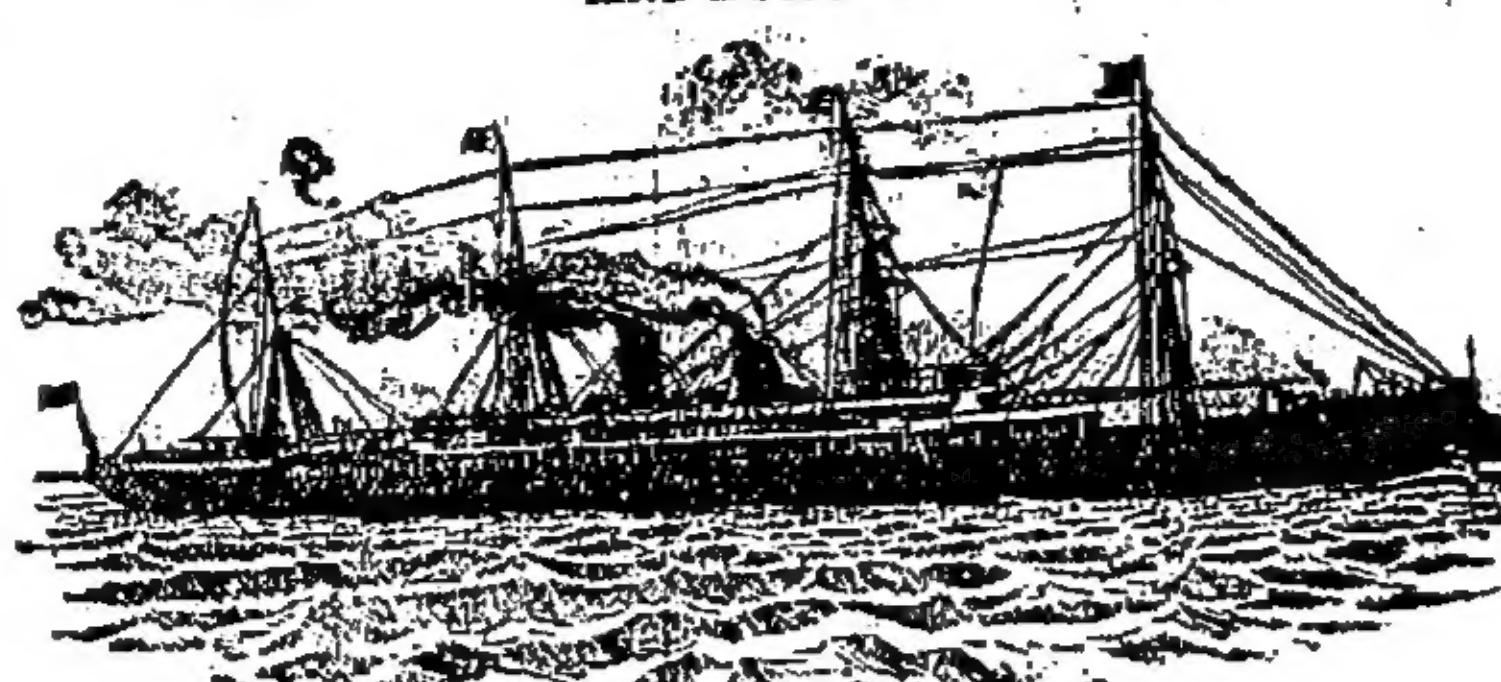
Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris. LUXURIOUS PASSENGER ACCOMMODATIONS—Staterooms and Saloons (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, etc. Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge. For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong. For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA Agents.

## Shipping.

## PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA. U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

## PROPOSED sailings FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
CHINA	10,200 Gross Tons, TUESDAY, 6th Nov., at Noon.
MONOOLIA	27,000 " " TUESDAY, 13th Nov., at Noon.
NIPPON MARU	11,000 " " FRIDAY, 30th Nov., at Noon.
DORIC	9,500 " " FRIDAY, 8th Dec., at Noon.
COYTIC	9,500 " " TUESDAY, 18th Dec., at Noon.
HONGKONG MARU	11,000 " " FRIDAY, 28th Dec., at Noon.
KORÉ	18,000 " " TUESDAY, 8th Jan., at Noon, 1907.
AMERICA MARU	11,000 " " TUESDAY, 18th Jan., at Noon.
SIBERIA	18,000 " " TUESDAY, 18th Jan., at Noon.

## RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th 30th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days 13 hours.  
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Dec. 18th to 28th, 1905; 10 days, 10 hours and 25 minutes.

THE P.M. Steamship CHINA will be despatched from Hongkong to SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA AND HONOLULU, on TUESDAY, the 6th November, 1906, at Noon, taking cargo for Japan and the United States.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.  
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO. PORTLAND, OREGON, OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP.	Tons.	CAPTAIN.	TO SAIL ON.
ARABIA	4,438	MEYERSTEIN	Nov. 6, at Daylight.
ARAGONIA	6,198	EBERT	Nov. 19, at Daylight.
NICOMEDIA	4,370	G. MEINER	Dec. 4, at Daylight.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
TSINGTAU, CHEFOO & NEWBANG.	HASYANG	2nd November.
NINGPO AND OHINKIANG	NINGPO	3rd November.
SHANGHAI	SHANGHAI	3rd November.
MANILA	MANILA	6th November.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COCKTOON, CAIRNE, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	12th November.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.  
N.B.—REDUCED CARGO RATES, Single and Return, to Manila and Australian Ports.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Cabin. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
HUBI	2540	R. Almond	Manila, via Amoy	Friday, Nov. 2, at 5 p.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Saturday, Nov. 10 at Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

## HONGKONG—NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL. (With liberty to call at the MALABAR COAST.)

STEAMSHIP.	Tons.	Captains.	For	Sailing Dates.
S.S. BRAEMAR	2,500	...	...	About 20th November, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

## Shipping.

## IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD—BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED sailings FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 7th Nov.
ROON	WEDNESDAY, 21st Nov.
BUELOW	WEDNESDAY, 5th Dec.
PRINZ REGENT LUITFOLD	WEDNESDAY, 19th Dec. 1907.
PRINZ HETEL FRIEDRICH	WEDNESDAY, 2nd Jan.
SEYDLITZ	WEDNESDAY, 16th Jan.
PRINZ HEINRICH	WEDNESDAY, 30th Jan.
GRISSENAU	WEDNESDAY, 13th Feb.
PREUSSEN	WEDNESDAY, 27th Feb.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship, PRINZESS ALICE, Captain G. POCH, will leave this Port for NAPLES, PASSENGERS, SPECIMEN AND CARGO, will leave this Port on MONDAY, the 5th November, Cargo Shipping Orders will be granted till Noon, on Tuesday, the 6th November, and Specie will be received on Board until Noon, on Tuesday, the 6th November, and Passes will be received at the Agency's Office until Noon, on Tuesday, the 6th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

CLASS.	1st Class.	2nd Class.	3rd Class.
To Naples, Genoa and Gibraltar	281. 0. 0.	242. 0. 0.	222. 0. 0.
RETURN	91. 0. 0.	63. 0. 0.	33. 0. 0.
To Southampton, London, Bremen and Hamburg	65. 0. 0.	44. 0. 0.	24. 0. 0.
RETURN	97. 0. 0.	66. 0. 0.	36. 0. 0.
To New York, via Suez	64. 0. 0.	44. 0. 0.	26. 0. 0.
Via Naples, Genoa or Gibraltar	116. 0. 0.	79. 0. 0.	47. 0. 0.
RETURN	68. 0. 0.	46. 0. 0.	27. 0. 0.
Via Bremen or Southampton	123. 0. 0.	83. 0. 0.	49. 0. 0.
RETURN	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa, or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. S. Co. from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED sailings FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
WILLEHAD	478 tons, TUESDAY, 13th Nov., 1906.
PRINZ SIGISMUND	327 tons, TUESDAY, 11th Dec., 1906.
SANDAKAN	178 tons, TUESDAY, 8th Jan., 1907.

ON TUESDAY, the 13th day of November, at Noon, the Steamship WILLEHAD, Captain ONSAVER, with Mail, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

CLASS.	1st Class.	2nd Class.	3rd Class.
To MANILA	\$30.—	\$20.—	return \$30.— \$20.—
To NEW GUINEA	\$30.—	\$20.—	return \$30.— \$20.—
To BRISBANE	\$30.—	\$20.—	return \$30.— \$20.—
To SYDNEY	\$30.—	\$20.—	return \$30.— \$20.—
To MELBOURNE	\$30.—	\$20.—	return \$30.— \$20.—
To YOKOHAMA	\$30.—	\$20.—	return \$30.— \$20.—
To KOBÉ	\$30.—	\$20.—	return \$30.— \$20.—
To YOKOHAMA & back from KOBÉ to HONGKONG	\$10.00 \$10.00		

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

CLASS.	1st Class.
To Europe via Australia and Colombo by Imperial Mail Steamer	\$97.0. 0.
To Europe via Australia and America (from Australia to New York via Vancouver by the C. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)	\$97.0. 0.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

STEAMERS.	ABOUT	1906.
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA	...	...
Do	...	...
YOKOHAMA & KOBÉ	...	...

\* Reaching Yokohama in less than 6 Days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:-

CLASS.	1st Class.
To London via Plymouth or Southampton	\$82. 0. 0.
To Bremen	\$83. 10. 0.
To Paris via Cherbourg	\$85. 0. 0.
To Naples, Genoa, via Gibraltar	\$85. 0. 0.

Passage money payable in local currency at current flight Bank, rate of Exchange on the day of payment.

## Norddeutscher Lloyd.

For further Particulars, apply to MELOCHERS & CO., Agents.

## Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be Responsible for any Debt or Bills contracted by the Crew of the following Vessel during their stay in Hongkong Harbour:-

KASATO, British Sailing Ship, Captain McBurnie—Doddwell & Co., Ltd.

## INTRODUCING INTO CHINA.

Reprinted from the "CHINA MAIL".

To be had at the "CHINA MAIL" Office, 5, Wyndham Street.

Price ... 50 Cents.

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAIMUN, Captain A. J. Benson, will be despatched for the above Ports on THURSDAY, the 1st November, at Noon.

For Freight or Passage, apply to DOUGLAS, LAIDLAY & Co., General Managers.

Hongkong, October 30, 1906. 2082

## FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain C. D. Goldsmith, R.N., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 3rd November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship Britannia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 15th December, 1906.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, October 30, 1906. 2203

## "GLEN" LINE.

FOR LONDON AND ANTWERP.

THE Steamship GLENEARN, Captain Horrocks, will be despatched as above on WEDNESDAY, the 7th November, 1906.

For Freight, apply to McDONNELL, BROS & GOW.

Hongkong, October 21, 1906. 2007

## THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

With Liberty to call at Malabar Coast.

THE Steamship YEDDO, Captain COVLEY, will be despatched for the above ports on or about TUESDAY, the 13th November.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, October 3, 1906. 182

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship DAKOTAH, Captain COVLEY, will be despatched for the above ports on or about WEDNESDAY, 21st November, 1906.

For freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, October 21, 1906. 2085

## AUSTRIAN NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the Brazils, to South America, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship TRIESTE, Captain METRONICO, will be despatched as above on THURSDAY, the 28th November, at 5 p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WIELER & CO., Agents.

Hongkong, October 26, 1906. 2074

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG & CALLAO & IQUITQUE, via J



## Shipping.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	TO	Leave	Connecting Steamers	Due at	Due at
	COLOMBO	HONGKONG	from Colombo to	MARSEILLES	PLYMOUTH
			MARSEILLES & LONDON	(2 days earlier)	(1 day later)
SIMLA	Nov. 3	Nov. 17	BRITANNIA	Dec. 1	Saturday
DELTA	Nov. 10	Nov. 24	MOULTAN	Dec. 8	Dec. 22
MALTA	Nov. 17	Nov. 31	HIMALAYA	Dec. 15	1907
DEVANHA	Nov. 24	Dec. 8	MOLDAVIA	Dec. 22	Jan. 5
DELHI	Nov. 31	Dec. 15	VICTORIA	Dec. 29	Jan. 12
ARCADIA	Dec. 8	Dec. 22	CHINA	Jan. 5	Feb. 2
SIMLA	Dec. 15	Dec. 29	INDIA	Jan. 12	Feb. 9
DELTA	Dec. 22	Jan. 5	MONGOLIA	Jan. 19	Mar. 1
MALTA	Dec. 29	Jan. 12	BRITANNIA	Jan. 26	Mar. 8
DEVANHA	Jan. 5	Jan. 19	MAMORA	Feb. 2	Mar. 15
Macedonia	Jan. 12	Jan. 26	via Bombay	Feb. 9	Apr. 12
DELHI	Jan. 19	Feb. 2	MOLDAVIA	Feb. 16	Apr. 19
ARCADIA	Jan. 26	Feb. 9	HIMALAYA	Feb. 23	May 6
DELTA	Feb. 2	Feb. 16	VICTORIA	Feb. 30	May 13
MALTA	Feb. 9	Feb. 23	INDIA	Mar. 6	May 20

Passengers change steamers at Colombo, and those for Bombay transfer also to the Express Mail Steamer at Port Said.  
In addition to the connecting steamer from Colombo is engaged in Hongkong at time of booking.

Ship to the above Mail Steamers the following:

INTERMEDIATE (NON-TRADING) STEAMERS

WILL SAIL FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	TO	Leave	Due at
		HONGKONG	LONDON
* NILE	Nov. 3	Nov. 7	Dec. 24
* CEYLON	Nov. 10	Nov. 14	Jan. 1
* SUMATRA	Nov. 17	Nov. 21	Jan. 8
* FORMOSA	Nov. 24	Nov. 28	Jan. 15
* NAMUR	Nov. 31	Dec. 5	Jan. 22
* NUBIA	Dec. 8	Dec. 12	Jan. 29
* BORNEO	Dec. 15	Dec. 19	Feb. 5
* JAVA	Dec. 22	Dec. 26	Feb. 12
* NYANZA	Dec. 29	Jan. 2	Feb. 19
* MANILA	Jan. 5	Jan. 9	Feb. 26
* NILE	Jan. 12	Jan. 16	Mar. 5
* JAPAN	Jan. 19	Jan. 23	Mar. 12

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carries only First Saloon Passengers

Apply to the Agents for particulars.

F. A. HEWETT, Superintendent.

9221

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, 'Rhenania', 'Hamburg', 'Hohenstaufen' and the 'Scandia' and 'Silesia'. The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins Amidehip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards are carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

FOR SHANGHAI, KOBE, YOKOHAMA, (TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI).

RHENANIA Capt. v. Hoff. 1st November.

HOHENSTAUFEN Capt. Jaeger. 2nd December.

SILESIA Capt. Bahle. 2nd January.

SCANDIA Capt. v. Doehren. 1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HABSBURG Capt. Filler. 2nd November.

RHENANIA Capt. v. Hoff. 4th December.

HOHENSTAUFEN Capt. Jaeger. 11th January.

SILESIA Capt. Bahle. 8th February.

SCANDIA Capt. v. Doehren. 22nd March.

HABSBURG Capt. Filler. 5th April.

RHENANIA Capt. v. Hoff. 17th May.

HOHENSTAUFEN Capt. Jaeger. 14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

RHENANIA FOR SHANGHAI, KOBE & YOKOHAMA. 1st November.

ANDALUSIA FOR SHANGHAI, KOBE & YOKOHAMA. 13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant; BRACE & BACON Ports; Mexico and South American Ports, also via ADEN or PORT SAID by the ABASSI PERIAN SERVICE to ADEN and Persian Gulf Ports.

HABSBURG FOR HAVRE AND HAMBURG. 2nd November.

TEUTONIA FOR ANTWERP AND HAMBURG. 10th November.

BRISGAVIA FOR HAVRE, BREMEN AND HAMBURG. 18th November.

SEGOVIA FOR HAVRE AND HAMBURG. 26th November.

SITHONIA FOR HAVRE AND HAMBURG. 30th November.

RHENANIA FOR HAVRE, HAVRE AND HAMBURG. 14 December.

SENIGAMBIA FOR HAVRE AND HAMBURG. 22nd December.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

THE Co.'s s.s.

\* SHOSHU MARU, Capt. T. Nakoro.

\* SOSHU MARU, Capt. T. Nakoro.

\* QUANTA, Capt. T. Nakoro.

\* YUKUBU MARU, Capt. S. Ito.

\* JOSHIN MARU, Capt. H. Ota.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidehip.

Unpublished Table.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information apply to the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA, Manager.

557

## Shipping.

### PASSENGER SEASON 1907.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH STEAMER

FOR

### MARSEILLES & LONDON, VIA COLOMBO AND BOMBAY.

### THE S.S. 'MACEDONIA.'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 23 days and to London in 35 days.

FARES TO MARSEILLES: £81 First and £42 Second Saloon and to London £85 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

1902

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For STEAMERS To SAIL.

\* TIENSIN OCHONGSHING THURSDAY, Nov. 1, at 4 p.m.

\* SHANGHAI KWONGSANG FRIDAY, Nov. 2, at 4 p.m.

\* MANILA LONGSANG FRIDAY, Nov. 2, at 4 p.m.

\* SANDAKAN MAUSANG SATURDAY, Nov. 3, at 4 p.m.

\* SINGAPORE, PENANG, MAUSANG SATURDAY, Nov. 3, at 4 p.m.

\* CALOUTTA KUMSANG SATURDAY, Nov. 3, at 4 p.m.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yantai.

\* Taking Cargo on through Bills of Lading to Khat, Labad, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

755

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers, Tons, Captains, To Sail.

TREMONT 8808 T. W. Garlick November 24.

\* PLEADES 3763 F. G. Partridge About Dec. 20.

\* LYRA 4417 G. V. Williams December 28.

SHAWMUT 9806 E. V. Roberts January 23, 1907.

HYADES 3763 J. Alwen January 30, 1907.

\* Carry only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information Apply to

DODWELL & CO., LIMITED, GENERAL AGENTS.

JOHN'S BUILDINGS

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callings: MANILA, THIR, PORT DARWIN and QUEENSLAND Ports, and taking through Bills of Lading to New Zealand, Tasmania, &c.)

THE Steamship EASTERN, Captain MOATHEU, will be despatched at above on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, October 30, 1906.

2103

'SHIRE' LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship MERIONETHSHIRE will be despatched for the above ports on or about THURSDAY, the 15th November, and will be followed by the Steamship FLINTSHIRE on or about TUESDAY, the 20th November.

For Freight & Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, October 17, 1906.

1909

'SIR ROBERT HART'S MEMORANDUM'

A Series of Articles on Sir ROBERT HART'S SERVICES for the Improvement of China.

Reprinted from the China Mail. To be had in pamphlet form at this Office, 5, Wyndham Street.

Price 60 Cents.

2103

## PRUSSIAN PRINCE'S ROMANCE.

Kaiser's Cousin to Marry an Actress.

BERLIN, Sept. 24.

It is announced tonight that Prince Joachim (Albrecht) of Prussia, a cousin to the German Emperor, will marry a well-known actress Marie Sulzer, the divorced wife of a certain Baron Liebenberg.

This romantic affair is naturally attracting an unusual measure of attention, because it is the first marriage contracted by a member of the Hohenzollern family.

The Prince is the son of Prince Albrecht, late Regent of Brunswick, who died last week.

Now, however, the democratic spirit of the age has infected even a Prince of the exclusive Prussian-royal family, and the Kaiser will shortly count a Berlin actress as his cousin by marriage.

It remains to be seen how Prince Joachim Albrecht's morganatic marriage will be received at the Imperial German Court, but it is assumed that it will be regarded with great displeasure.

It is already predicted that the offending Prince, who is a major in the First Regiment of Grenadier Guards, will be compelled to quit the army, and, probably, to absent himself from Court.

It is well known that the German Emperor has taken a very severe view of similar marriages contracted by other royal young men.

One of the curious features of this latest royal romance is the fact that Marie Sulzer is hardly the type of woman who would be expected to capture the affections of a man like Prince Joachim Albrecht, who will be 30 years of age next Thursday.

Marie Sulzer is about 40, and is not regarded as one of the best of the theatrical world. She is very tall and of large proportions.

The fact that the marriage will take place on October 28 seems to indicate that Prince Joachim Albrecht consented to postpone the marriage till after his father's death. It is also announced that Prince Albrecht partially disinherited his son, leaving him only the *Mittel* required by German law.

It is stated that Prince Joachim Albrecht has only inherited £750,000, whereas he would otherwise have received £1,500,000.

For the Hongkong and Shanghai Banking Corporation,

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, September 17, 1906.

68

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

H. E. R. HUNTER, Acting Chief Manager.

Hongkong, May 30, 1906.

1617

Banks.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

PAID-UP CAPITAL: 45,000,000 (23,750,000).

RESERVE FUND: 5,000,000 (4,127,000).

HEAD OFFICE IN AMSTERDAM.

HEAD AGENCY—BATAVIA.

BRANCHES: Singapore, Penang, Shanghai, Saigon, Swatow, Sourabaya, Chiochian, Kobe, Melbourne, Paoanah, Tientsin, Padang, Medan (Deli), Palembang, Kota Radja, (Aceh) Telok Swamee, (Acheen) Bandjermasin.

Correspondents at: Bombay, Calcutta, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: The Union of London and Smith's Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do 6 months 3% do.

Do 3 months 2% do.

L. ENGEL, Agent.

Hongkong, February 24, 1906.

418

THE NATIONAL BANK OF CHINA, LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORIZED CAPITAL: 2,000,000.

PAID-UP CAPITAL: 2,000,000.

CAPITAL RESERVE FUND: 2,000,000.

RESERVE FUND: 2,000,000.

HEAD OFFICE—HONGKONG.

BRANCHES AND AGENCIES: Amoy, Canton, Hankow, Harbin, Peking, Shanghai, Tientsin, Yokohama.

HONGKONG OFFICE: 3, DES VIGUE ROAD.



